

Naval Aviator Production Process (NAPP) Introduction/History



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Outline

- Introduction
- Historical Perspective
 - NAPP Architecture
- USMC/USN Philosophical Differences
- Conclusion



Introduction

- ASM - Aviation advocate
 - NAPP Partners with TECOM, M&RA(MPP)
 - A history of CMC (A) membership on the NAPP
- Why this brief?
 - Background/History
 - Service Differences:
 - Both services are not the same in:
 - History/program implementation/training philosophy
 - Service differences may affect both Navy and Marine personnel that interact in the training process
 - FRS - NATC
 - CMC - OPNAV
 - Wing - TYCOM

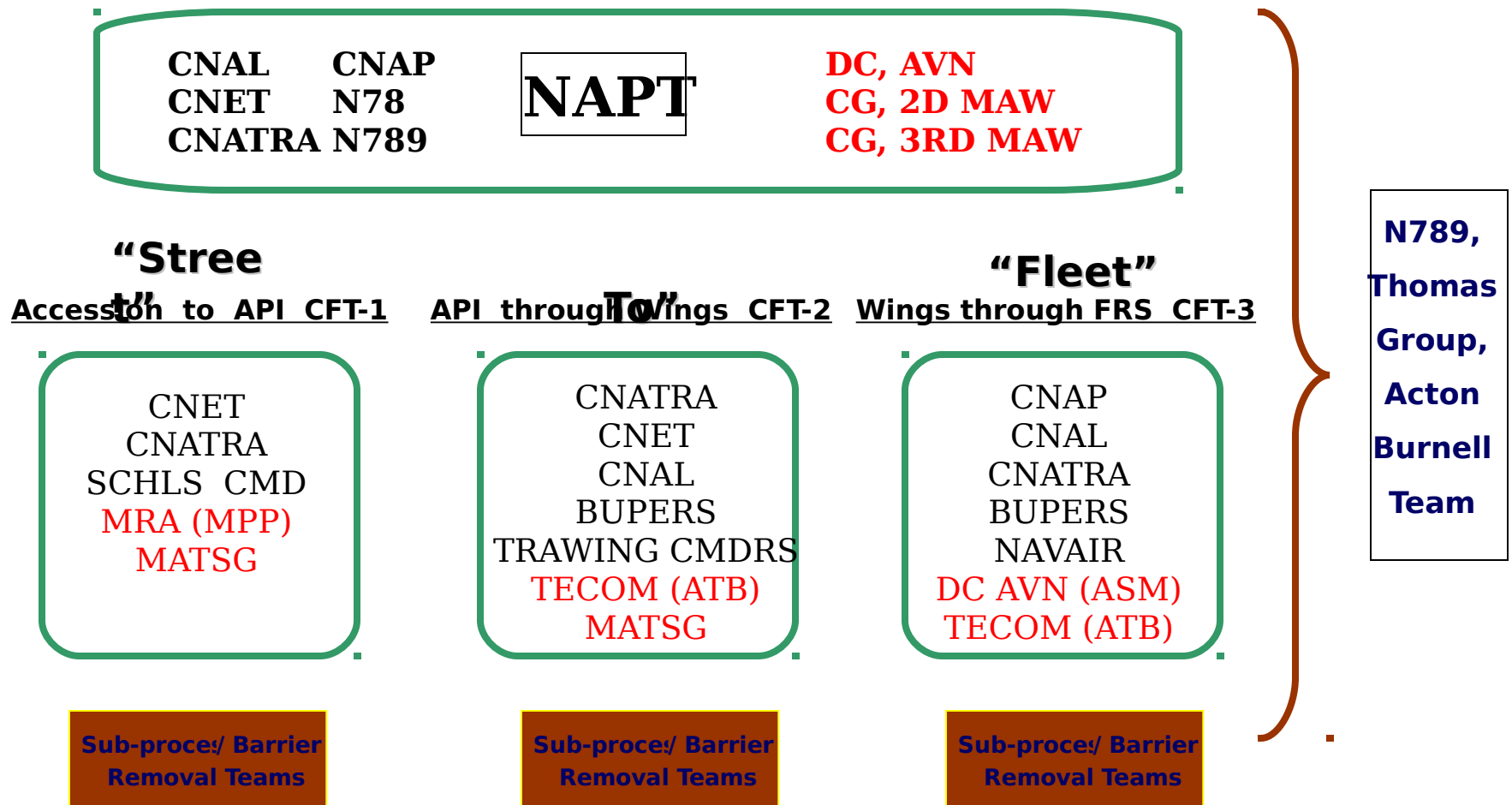


Historical Perspective of USMC Involvement in the NAPP Process

- **1997 - Navy commissioned a study to examine Naval Aviator Training**
- **1998 - USN/TGI developed NAPP program**
 - Architecture (1998)
 - Implementation (FY 98-01)
 - Organization
 - Metrics (cockpit charts)
 - Contractor support



NAPP Architecture (1998-2002)





Historical Perspective of USMC Involvement in the NAPP Process

- **1998 - USMC solicited to take part in NAPPI program**
 - USMC declined full participation but supported the program at the NAPT level (HQMC/MCCDC) and on the CFTs

- **Feb 1999 - USMC Phase I NAPP implementation**
 - USMC purchased cockpit chart installation for six of eight Marine FRSs
 - VMMT-204 and HMT-301 not purchased
 - Fixed-wing FRSs (Spring '99)
 - Rotary-wing FRSs (Fall '99)



Historical Perspective of USMC Involvement in the NAPP Process (con't)

- **Jan 2000 - USMC Phase II NAPP implementation**
 - Process improvement for the three USMC FW FRSs
 - Contract through Sep '01
 - Did not include RW FRSs
- **Dec 2000 - Wing CGs solicited for active participation in the process and for membership on the NAPT**
 - Expanded role better matches the Marine resource providers
- **Oct 2001 - Maintenance Phase**
 - Continued process improvement/ID of barriers
 - Engage resource chain of command for assist
- **Present**
 - New NAPT process owner - TGI extended for 1 year
 - Maintenance contractor support funded for the program (both USN and USMC)



USMC/USN Philosophical Differences

■ **USN: “Pull System”**

- Fleet need (FRS capacity) will drive undergraduate pilot production and accessions.
- Ideal system
 - No pools (internal or external)
 - Demand pulled from the fleet with resources applied to areas of the training pipeline that are having problems.
 - A smooth, street-to-fleet training evolution.

■ **Potential difficulties**

- FRS capacity is not service need.
- Low capacity of the FRSs will mask production problems upstream (NATC)I.
- Lack of accessions = short year groups = higher retention targets...



USMC/USN Philosophical Differences

- **USMC: “The requirement is the requirement”**
 - Accessions planning will reflect service need, not current production capability.
 - NATC undergraduate pilot production is planned based on USMC service requirement (PTR) regardless of FRS capacity.
- **Pool location**
 - Pools are not desirable. However:
 - If delays occur, Marine pools better managed at FRS
 - Career: Marine Fitreps
 - Productivity of pooled Marines
 - **Production:**
 - Takes advantage of full NATC production
 - Pressure to resource FRSs adequately



Conclusion

- There are fundamental differences in NAPP implementation between the services
- There are differences in how the Marine Corps and the Navy manage their aircrew flow
- However, both services work within the NAPP initiative to:
 - Produce the fleet requirement
 - Meet time-to-train goals



Questions?